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GRUMMAN plane news

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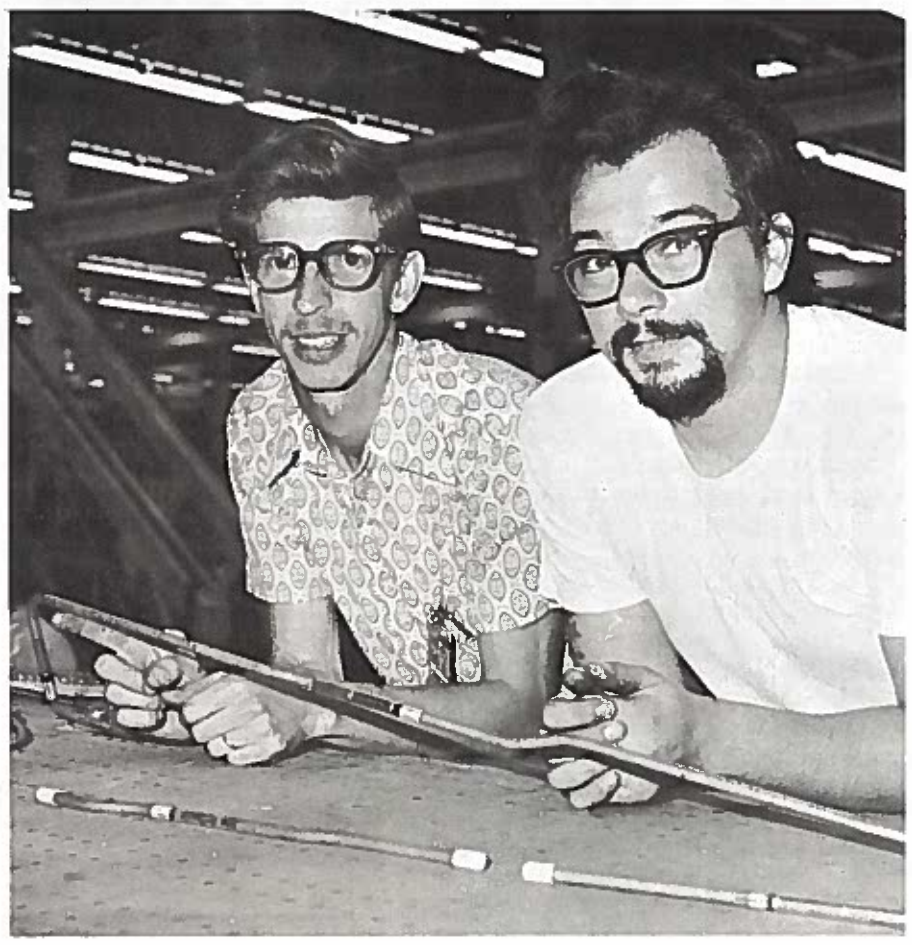
Tomcat drawing attention of top air defense officials

The Grumman F-14, the supersonic swing-wing fighter that has been creating such a stir in world aviation these past several years, continues to draw interest at home and abroad. With the Navy preparing to deploy its first two F-14 operational squadrons aboard the carrier Enterprise this fall and the Government of Iran negotiating for the purchase of 80 of the planes, another high defense official from a friendly foreign nation — Brigadier General Michael Doyle, Director General of Air Operations for Canadian Defence Forces — flew in to Calverton last month to get a look at, and a flight in, the Grumman F-14 Tomcat.

While at Grumman Aerospace's final assembly, test, and aircraft delivery center, General Doyle toured the F-14 production line at Plant 6 and flight hangars at Plant 7, and was briefed on the F-14's aircraft and fire-control systems. That was in preparation for a flight in F-14 No. 86, a production aircraft that has since been delivered to the Navy. During the one-hour flight with test pilot Don Evans, General Doyle operated the AWG-9 radar, tracking targets of opportunity. Evans also took the general through various flight maneuvers in the Tomcat, including a 6.5G high-angle of attack and short-field landing — with and without braking to demonstrate the ease with which the F-14 could land on snow or ice. General Doyle, according to one observer, seemed genuinely impressed.

The general is the second high Canadian Defence Forces official to fly in the F-14. Lt. General William Carr, now Deputy Chief Defence Staff-Operations for Canada and former Deputy Chief of Staff-Operations for the North American Air Defense Command which is based at Ent AFB, Colorado Springs, flew in the F-14 during a visit to Calverton in 1973.



Ideas reap record amount; two share in top prize

This month over 150 industrious Grumman Aerospace employees were rewarded for time-saving and cost-saving ideas on how to improve their jobs. As a result, the Motivational Programs office awarded a grand total of $28,350 in U.S. Savings Bonds (face value) to the winners—which broke the old record of $21,075 set only last month!

The top winners for this month are: Michael Caladriello and Al Badstuebner of Wing Final Assembly, Plant 3, $1,950; Nick Capobianco of the Flight Department, Plant 7, $1,800; and Daniel Burley of Alodine, Plant 2, $1,500.

Just as Mike Caladriello and Al Badstuebner (left and right in accompanying photo) share the honor of being top idea men of the month, they, too, will split the $1,950 award. Coincidentally, their idea was to re-design the F-14 hydraulic wing leading edge lines from a two-piece to a one-piece line. The previous lines (which number about 20) were made in two pieces then cyrofitted together. Their suggestion now makes it easier to manufacture and to install the leading edge lines—not to mention the saving of time and money. Mike, the rookie of the duo, has been with Grumman two years; this is the first suggestion he's ever submitted. Al, who is a Grumman veteran of 12 years, has submitted several prior suggestions (he's also the winner of another suggestion award this month for $400). While both are keeping their eyes out for more award-winning ideas, Mike plans on remodeling his kitchen and Al plans on watching his dollars grow in the bank.

Nick Capobianco is also a Grumman vet of 12 years and two-time winner this month. His big award winning suggestion was to institute a force

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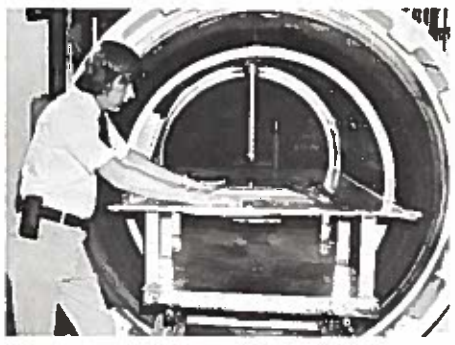
RF curing: a better way?



Over the last few years there has been a tremendous growth in the use of new materials for aircraft manufacture. Among the latest of these are the advanced composites — boron/epoxy and graphite/epoxy, for example—that are being used in a wide range of specialized aplications which require high strength, stiffness, and light weight.

Producing aircraft parts from composite materials requires the meticulous buildup of each part from very thin, pliable sheets of the composite material. This composite material is formed of long thin fibers such as boron or graphite set in a resin base. These sheets are laid side-by-side on a specially shaped form; additional layers continue to be applied to the form until the corerct thickness and dimensions of the part have been achieved.

The part is enclosed in a sealed nylon bag, inserted in a large autoclave, and subjected to intense heat and pressure to "cure" the assembly. Curing causes the resin to flow and bind the many composite layers together, and also hardens them to provide the part with stiffness and strength.

A faster and better way of curing advanced composite materials is the aim of Grumman's Advanced Materials and Processes Development (AMPD) Department through a contract received from the Air Force. That faster and better way involves the application of radio frequency (RF) energy to the laid-up assembly. "Testing has demonstrated consistently high quality," says program manager Jack Mahon. "We have been able to practically eliminate burning or charring of thick epoxy-matrix parts caused by rapid and spontaneous generation of heat during curing — a potential problem with the old method—because the RF electromagnetic energy passes right through the material and causes it to cure from the inside out . . . as opposed to conduction of heat from the surface to the interior of the component during conventional autoclave curing."

With RF curing it is now possible to cure parts up to six-square-feet in area in about 30 minutes — one-fifth the time required for conventional autoclave curing. In addition, RF curing allows use of much higher temperatures—in some cases, higher than the 400° F. the autoclave or nylon bag is designed for, according to Sam Dastin, group head of the Chemistry and Composites Group of AMPD. This is made possible because RF curing uses electromagnetic energy, precisely focused between two electrodes, to heat only the component and some ancillary equipment. As a result, the nylon bag and autoclave are insulated from the 350°F. component temperature and remain at a relatively cool 200°F.

Thus, the cured component can be removed from the autoclave almost immediately after RF-curing without waiting for a long cool-down period necessary with conventional autoclave curing. RF curing also significantly reduces total energy requirements.

In RF curing, the electromagnetic energy acts directly on the material to be cured by exciting the molecules directly through application of a rapidly alternating field generated between two electrodes. The heating process is aided by use of a semi-conducting tool, usually made of asbestos, which also heats up when exposed to RF electromagnetic energy. In conventional autoclave curing, by contrast, the component to be cured is heated either by conduction of heat from the autoclave table through the tool (on which the workpiece rests) or from hot air.

So far, the development program, the second of two from the Air Force Materials Laboratory, has shown encouraging results, according to Stan Richter and Joe Kouchinsky, the principal project engineers. Says Kouchinsky: "RF curing may bring added benefits due to the uniform internal generation of heat within the component, allowing an even and uniform curing of the entire part."

Work on the Air Force contract began in April 1973 and is scheduled to wind up this December. The project grew out of the Air Force's interest in finding a better and more rapid way of curing advanced composite materials for its aircraft programs. Several other companies had been working on the rapid curing of related materials but the Air Force chose Grumman and its radio-frequency curing process as the best for the job.

By November, the greatest test of the RF-curing process will come when Richter and Kouchinsky begin to cure large, 3 x 4-feet curved components. The results of that test together with those for the large number of smaller test parts already cured will help to determine whether RF-curing is here to stay. "It's unlikely that RF-curing will turn out to be the final answer for all possible curing jobs, but if we can iron out most of the 'bugs' over the next few months, RF-curing could soon become an increasingly useful and common technique in the industry," says Carl Micillo, manager of the Advanced Materials and Processes Development Department.

Reentry. **Orbiter Test Pilot/Astronaut Joe Engle inspects cockpit mockup of Shuttle Training Aircraft (STA) No. 1 during NASA's Preliminary Design Review. The review, which was held at Bethpage August 7th to 9th resulted in no significant design changes. The left side of the modified Gulfstream II cockpit is the training pilot's section and simulates the Orbiter flight controls and displays. On right is the instructor pilot's station with conventional Gulfstream II controls. (Photo by Larry Van Wallendael)**

Navy gets E-2C Trainer

"One of the most sophisticated and ambitious electronic packages ever produced by Grumman," is the way one Grumman technical expert describes Grumman's E-2C Tactics Trainer recently accepted by the Navy. The E-2C Trainer is an array of computers, radar displays, and related electronics gear designed to train Naval Flight Officers in the use of the early warning detection system of the E-2C.

After the Navy completed several months of rigorous acceptance testing of the $13.8 million device, the Trainer was shipped earlier this month aboard three large trailer trucks to its final destination at NAS Norfolk, Virginia.

The Tactics Trainer has been under development and fabrication in Plant 5 at Bethpage for the last two-and-a-half years under the management of Walt Weber, trainer manager, and Ed Shea, engineering manager. For the last year-and-a-half, there has been a resident Navy team at Grumman from NTEC, RVAW-120 (Wing 12) and FASOTRAGRULANT. The team has been headed by Lt. Cdr. Tom Morgan (RVAW 120) with support as necessary from the E-2 NAVPRO office headed by Lt. Cdr. Michael Ungerman.

The combat information center in the Trainer is realistically simulated both physically and functionally, and contains some of the actual aircraft avionics equipment. These simulations include the radar set, interrogator, IFF and radar detection processors, countermeasures, passive detection and navigation equipment, in-flight performance monitoring and a communication system for student and instructors.

To control and effectively monitor the training problem, instructors have been provided a problem control complex containing one of the most advanced interactive display systems ever developed. It consists of eight interactive cathode ray tube displays with associated light pens and keyboards used by the instructors to call up and display 44 different types of data "pages." Employing the E-2C Tactics Trainer, instructors are capable of supervising students in a simulated total tactical-missions environment.

The Tactics Trainer is expected to provide the Navy with one of the most advanced tactical simulators in use today and has been called "a fine example of Grumman hardware and software system integration capabilities."

Despite F-14 Senate setback, Gavin 'cautiously optimistic'

Describing the present period as "the most frustrating that I've experienced in nearly 30 years in the industry," Grumman Aerospace Board Chairman Joe Gavin attempted last Tuesday to put the F-14 financial situation into perspective for several hundred Grummanites attending a service-pin presentation . . . but he pointed out that refuting false allegations and misinformation put forth by political figures is no easy task. And to make it doubly frustrating, he admitted wryly, reporters aren't always as quick to pursue the refutation of such accusations with the same vigor as they print the original allegations.

Referring specifically to a charge made by Senator William Proxmire, in which the senator accused Grumman of huge overruns and technical performance difficulties during debate in the Senate, Gavin pointed out that the F-14s have not cost the Government a penny more than had been originally agreed to, although Grumman itself had absorbed a loss of approximately $220 million on F-14s currently contracted to the Government. As many will recall, abnormal inflation and a post-Apollo reduction in business were cited as the basic causes for this loss.

"And the technical competence of the F-14 is unquestioned," he asserted. "The aircraft has met or exceeded its performance requirements and has completed, very successfully, its carrier qualification trials. More important, operational pilots have called the F-14 the finest aircraft in the world today." To underscore the operational success of the F-14, Gavin pointed to the deployment within the next few weeks of the Navy's first two F-14 squadrons aboard the carrier Enterprise. "And I can think of no greater vote of confidence in the aircraft than the decision by the Government of Iran to purchase 80 F-14s. Remember, they literally had their pick of the entire U.S.—even the free world's—air inventory."

In reviewing the March 1973 F-14 settlement with the Government which resolved a long dispute involving F-14 program costs, Gavin stated that Grumman had not only agreed to forego its right to take the contract disagreemnt into the courts, it also agreed to produce Lot V under the original terms of the agreement. That decision, coupled with earlier losses suffered on the program, was to result in a loss of approximately $220 million on the 134 planes to be produced under the original agreemnt, all of which, as mentioned earlier, was absorbed by the company.

In return, the Navy agreed to eliminate its remaining options beyond Lot V and to buy any additional F-14s by the conventional annual procurement method. "By going to the anual procurement method, inflationary factors and other economic considerations which often change unexpectedly can be more closely monitored and adjustments made more readily to prevent the kind of uncontrollable situation which evolved on the F-14 because of spiralling inflation."

Financing part of agreement

Because Grumman had lost its commercial credit line as a direct outgrowth of the multi-million dollar loss and generally unsettled future of the F-14, the Navy also agreed to provide adequate financing so that Grumman could continue producing the F-14 and other aircraft products for the Navy until such time as a commercial line of credit could be restored.

"We've kept our part of the bargain," said Gavin. "We've made extensive cost savings, not only in the F-14 program but throughout the company as well. We've produced a fine airplane and we're producing it on schedule. These advance payments are not a gift, not a bailout . . . they are a loan against work that is being done or that will be done. As a matter of fact, all aerospace contractors are normally provided with progress payments up to 80 percent of work in progress. Because of our difficult financial position, the Navy had agreed to provide us with advance payments to cover part of the monies (20%) we normally invest in these contracts.

Cost unaffected by financing

"F-14 cost is not increased by advanced payments," Gavin emphasized. "These payments do not change the total contract price or cost the Government money. And had we got the advance payment recently voted down by the Senate, it would have assisted us in regaining our commercial credit line—and that's something that we and the Government want to do as soon as possible, and which we had planned to accomplish this fall. The Senate vote now makes it necessary to compress the planned time schedule into the next few weeks.

"We've been criticized by some senators for investing a portion of these advance payments in short-term Government securities. When we originally were advanced these monies we were charged *more* than the going rate of interest at that time. We *had* to accept the monies on a total monthly basis—we couldn't draw on it only as we needed it. Consequently, it was prudent to invest unused portions on a short term basis—and such investments were expressly permitted in the agreement.

"Senator Cannon said our investment was 'a good, commensense business judgment for them to do so as long as they had no prohibition in the agreement. Had I been in their management, I would have followed that same course of action.'

"Throughout this whole affair," Gavin stated, "we have operated in the best interest of the U.S. Navy and the United States."

And though Grumman has lost a few rounds in the political arena, he once again emphasized that the company had done a fine job in producing and preparing these planes for operations in the Fleet. Subsequent to the adverse vote in the Senate, Grumman Aerospace and Grumman Corporation have entered into an intensive effort to reestablish commercial credit.

"At this point," said Gavin, "we can only report 'cautious optimism.' Having been forced to move much more rapidly than previously planned has made the job more difficult."

Grumman to discount planes to employees and flying clubs

Vice President Roy Garrison, who heads Light Aircraft Marketing for Grumman American Aviation Corporation, is offering sport and utility aircraft produced by the company at reduced rates to flying clubs and employees of the parent company, Grumman Corporation.

In a letter to Grumman Corporation, Secretary Bob Bradshaw, Garrison said that Grumman American, "in an effort to promote flying and to give Grumman employees the most economical method of obtaining aircraft to be used within the Grumman organization flying clubs," is offering all bona-fide Grumman Corporation flying clubs the following:

- Trainers, TR-2s, and Travelers at the normal dealer price
- Flying Center systems at Grumman American's cost
- Flying Center kits at dealer price

Garrison advised those existing flying clubs, or subsidiaries interested in establishing one, to contact Tom Reynolds, 318 Bishop Rd., Cleveland, O. 44143, or (216) 449-2200, for additional information.

Garrison also outlined corporate policy on the purchase of Grumman American aircraft by Grumman Corporation employees:

- Employees may purchase Grumman American aircraft, excluding the Ag-Cat and Gulfstream II, at $500 over dealer price for the two-place and $750 over dealer price for the four-place aircraft.
- Employees must sign an agreement not to re-sell the aircraft within 12 months of purchase and not to use the aircraft in competition with any Grumman American dealer.

Employee sales are handled through the Domestic Sales Manager and the Marketing Administrator at Cleveland.

Outstanding technical idea, published as a NASA tech brief entitled, "Dynamic Testing of Complex Structures," netted Charles Birs and Peter Anderson an award of $25 apiece in NASA's Technology Utilization Program. Senior Vice President Grant Hedrick presented the awards.

plane GRUMMAN news

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Ecosystems crew plumbs depths for sea-based power plant

If you ask Ecosystem's Dick Cutler what he's looking for in 70 feet of water off the south shore of Long Island he could truthfully answer "a 1,150 megawatt nuclear reactor." For that is the reason behind the half-million dollar program Ecosystems is conducting for the New York State Atomic and Space Development Authority (ASDA): to investigate baseline, or heat absorbing, capacity of the offshore waters between East Rockaway Inlet and Moriches Inlet and the environmental acceptability of large atomic power plant.

"The program is unique in its objective of searching out environmental consequences *before* a plant site is chosen," says Program Manager Bill McIlroy.

If the Atlantic Oceans seems like an unlikely place to put a power station, that's because a nuclear power station is no ordinary generating plant and represents a challenge beyond those traditional to situating other large projects.

Even after the high costs of building a massive hurricane-proof breakwater around the plant and the increased costs of construction and supply miles from shore, the reactor site may be worth the extra dollars due to a bonus in greater safety (far from population centers and less prone to earthquakes and other land-based hazards) and because of dollar savings resulting from saved expenses for high priced land. Also there should be an environmental benefit, proponents say, since the "thermal pollution" resulting from the discharge of hot water will be of lesser impact in the surrounding ocean waters than in a small body of water such as a river, bay or lake.

The present survey is the first phase of a study to determine the nature of the nearby ocean environment and to develop criteria to evaluate the desirability of such power plants off Long Island. The survey entails setting up and monitoring nine measurement stations in the area. Each of the nine stations is marked by a buoy and anchored by a mushroom anchor and a 900 pound steel railroad wheel.

Between anchor and buoy runs a long cable that carries a "profiler" for measuring ocean currents. This instrument, devised by Grumman's Aerospace Research Department and the University of Miami is able to sample

ocean currents at a range of depths.

For several days each month two members of the Ecosystems group which includes Cutler, Ed Shepard, Art Speidel, Art Ulbricht, Howie Thomas and Rosemary Manning venture out aboard the survey ship, Black Coral (chartered by Ecosystems for the project research work), taking samples at the nine stations.

Basking in the sun, wafted by sea breezes might seem at first glance an idyllic assignment but the task is anything but a lark. Says Ed Shepard: "We're out on the ocean, fair weather or foul, for over 12 hours or more a day, handling the heavy measuring equipment and related gear. And the winter runs can be murder, with temperatures in the teens and freezing-cold sea water breaking over the deck, coating everything with ice."

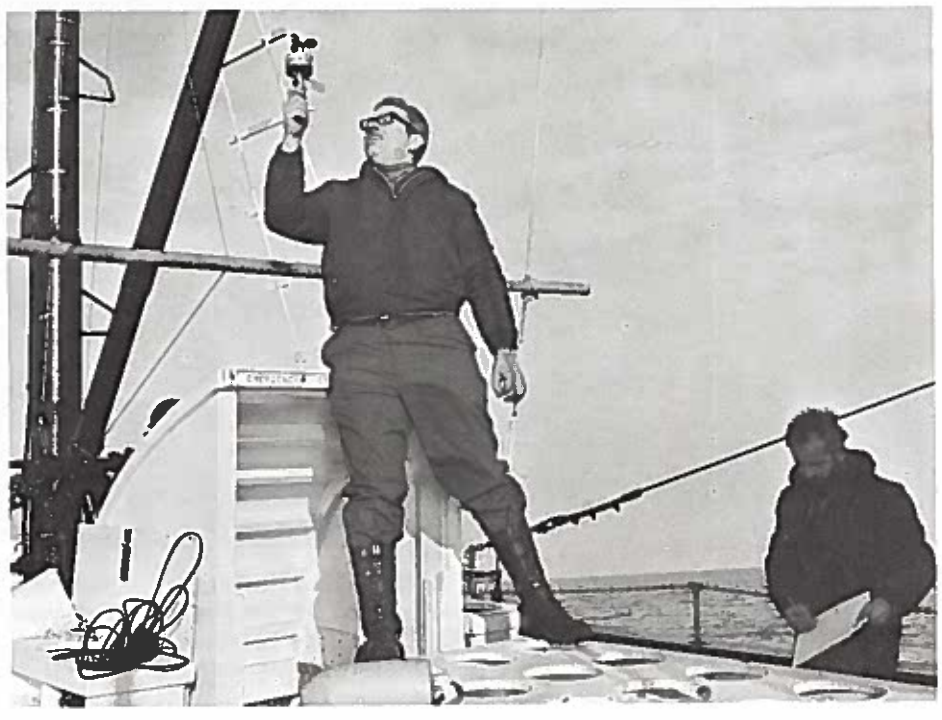
At their nine stations the Ecosystems team and its $90,000 worth of equipment measure a range of conditions that make up the ocean environment, including currents, temperature, salinity, turbidity (clearness of water), density, light extinction, dissolved oxygen and acidity-alkalinity of the sea water. The team also takes meteorological measurements (wind direction, speed etc.) Maintenance and replacement of gear is carried out by divers Howie Thomas, Art Speidel and Art Ulbricht to depths of 110 feet.

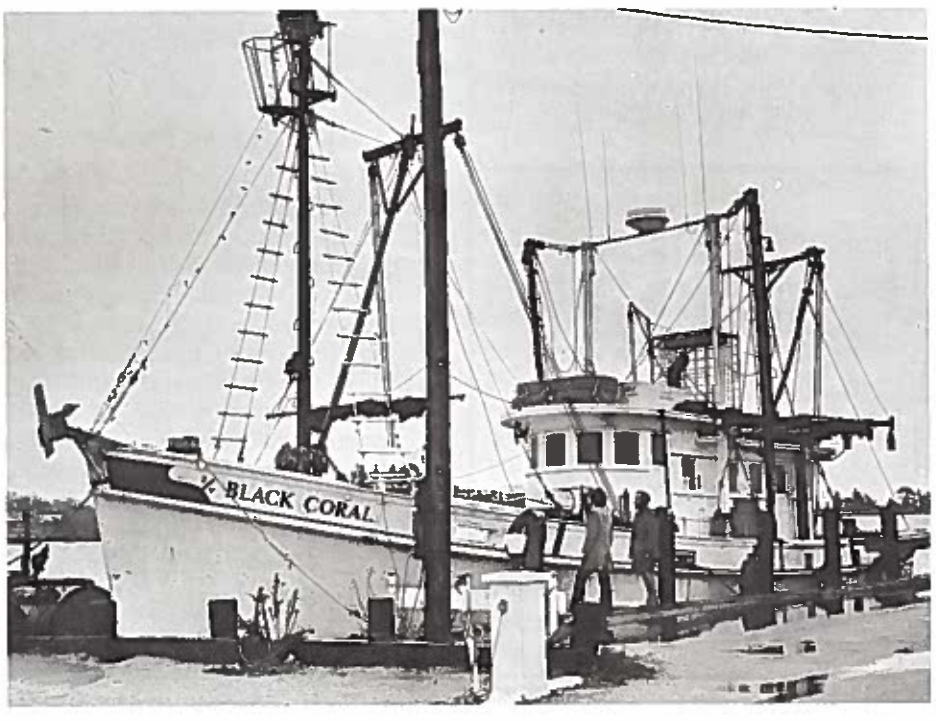
Also, at six of the nine test stations the crew takes biological samples from surrounding waters. The biological work is subcontracted to the firm of Quirk, Lawler and Matusky which gathers the data on plankton and on the larger, free-swimming sea life from collection jars lowered over the side and from dragging various grades of finely meshed nets.

"Sometimes, though, we'll go out to a site and find the whole station has vanished," says Cutler. "Among the hazards threatening the stations are shipping, fishing trawler nets and pleasure craft in this busy coastal area."

When the samples have been gathered most are sent to the Grumman Analytical Chemistry Laboratory for chemical analysis. Samples of ocean sediment are analyzed by Adelphi University and the data returned to Ecosystems for evaluation.

By November, Ecosystems will have finished its survey for ASDA. The survey's results and the results of other studies ASDA plans to commission will play an important role in determining where residents of northeastern New York state will be getting their electric energy in the next decade.





H. J. Fowler | K. J. Smith | J. L. Cunningham | E. Watson | F. Salentino | T. J. Longo | R. Stern | L. Lueckoff | J. G. Poli Jr.

Service anniversaries for July . . .

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John J. Coughlan, PPO - F-14 (2)
Domenic Pasquarella, Inventory Data Control (2)
Richard W. Rabas, Prod. Ctl.-Parts Ctl. (4)

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Charles Scefonas, Prototype (1)
Charles Camien, Alodine (2)
Aldo J. Capra, Bethpage Ops. (2)
Emil G. Nemeth, Train. Devel. (39)

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William L. Smith, Prototype (1)
John L. Marcroft, Marshall & Fin. Tl. Ctl. (2)
Frank Vernon, Food Serv. Acct. (2)
Otto W. Witzig, Honeycomb Preflt. (3)
Frank J. Brauneisen, Supp. Equip. Prod. (5)
William J. Fiat, Environmental (5)
Frank H. Huether, Meas. Stand. Mgmt. and Staff (12)
George P. Doris, Mfg. Ops.-Mgmt. (15)
William G. Valentine, Receivable Insp. (24)
Alfred J. Toscano, Receivable Insp. (24)
Albert Narr, Major Assembly (27)
Andrew Kmetz, Sub Assembly (27)
Frank P. Haefele, Critical Material Control (30)
Vito L. Amruso, Mfg. Ops.-Mgmt. (34)
Joseph Schlichtig, P/S Mech. Engg./Des. (35)
Herbert H. Seaman, Research Ops. (35)
Stephen Gray, Sub-Assembly (36)
Charles Trubish, Hull Assembly (36)
Raymond L. Snedecor, P/S A/C Site Mgmt. (94)

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Harold J. Fowler, Fuselage Assembly (1)
Kenneth J. Smith, Final Assembly (1)
James L. Cunningham, Inventory Control (1)
Eugene Watson, Prod. Ctl.-Parts Ctl. (1)
Frank Salentino, Methods Engg. (1)
Thomas J. Longo, Prog. Plan. (1)
Roland Stern, Drop Hammer (2)
Walter Fotey, Wing Inner Panel/Combo (2)
Lawrence Lueckoff, Propulsion Test (2)
John G. Poli Jr., Machine Shop (2)
Joseph J. Pontorno Jr., Prod. Ctl.-Parts Ctl. (2)
Ann R. Diehl, Prod. Release and Aanlysis (2)
Charles E. Frank, Forecast/Load (2)
Albert R. Grenci, Assembly/Tool Hand Equip. (2)
John Duggan, Special Tools/Methods (2)
Joseph M. Oakes Jr., Safety (2)
Wallace Scott, Employee Services (2)
Joseph Dandona, Router and Shear (3)
Edward C. Bennett, Convent. Mach. (3)
Felix A. Zorskis, CTR-Sect-Final (3)
William Schoppmeyer, Machine Ops-Parts Ctl. (3)
A. John Zuk, Supp. Equip. Prod. (5)
Stuart G. Harvie, Veh. Tech. Mgmt./Staff (5)
Henry G. Bramwell, Instr. Test. (6)
Ernest S. Randall, P/S Proj. Engg.-Elect. Eng. (6)
William J. Devine, Assembly Meth./Plan. (6)
Frank Kowalesky Jr., Repair Control (6)
Robert Sagl, Mfg. Insp. Mech. (6)
James J. Mulligan Jr., Calv. Config. Data (6)
Harold J. Hines, Production Mgmt./Staff (7)
Herbert R. Schmidt, Prod. Deputy/Stat. (7)
John G. Huber, Adv. Matl. and Process Dev. (12)
James V. Vespoli, Electronic Test (14)
Salvatore R. Rizzo, P/S Supply Data (15)
Thomas J. Lashinsky, Traffic (17)
Edward D. Watts, Transportation (20)
Archibald J. Black, Transportation (20)
Joseph R. Romanoski, Rec.-Insp.-Plng.-Meth. (24)
Richard P. Maher, Corporate Systems (25)
James J. Dunn, Fiberglass (27)
Wallace G. Schulein, Sub-Assembly-Major (27)
Robert Leedham, Sub. Sys. Com. Rel. App. (35)
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Chester Krug, Hull Assy. (36)
Howard A. Kaufman, GSE Mechanical (43)
Ludwig Blum Jr., Sub Assembly (77)
Richard E. Terry, Elec. Sub Assembly (77)
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William J. Johnson, P/S A/C Sys. Serv. (89)
Harvey E. Abrams, P/S A/C Sys. Serv. (95)

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Robert G. Albertson, Prototype (1)
Charles J. Bero, Jr., Sub-Assemb. (1)
George H. Fincken, Major Assemb. (1)
Joseph M. De Santo, Fuselage Assy. (1)
Joseph F. Ivers, Ind. Engg.-Sched. & Status (1)
Richard W. Corrigan, Methods Engg. (1)
Francis A. D'Amico, GSE Mech. (2)
Louis R. Sclafani, GSE Mech. (2)
Benjamin Telesca, Hydraulics (2)
Joseph W. Moldashel Jr., Ind. Engg. (2)
William T. Murphy, Plant Stores (2)
Otto K. Kohlhaas, Machine Shops (2)
Philip Fisher Jr., Maint. Indust. Control (2)
Robert M. Maiewsky, Engraving (3)
Robert J. Crossley, Final Assy (3)
Rudolph C. Ramcke, Mach. Oper. (3)
James Pope Jr., Dispatching (3)
Robert H. Beck, Supp. Equip. Prod. (5)
Raymond T. Rice, New Product Lines (5)
Paul J. Couluris, Business Development (5)
Richard F. Alfred, Maintenance (6)

J. J. Pontorno Jr. | A. R. Diehl | A. R. Grenci | J. Duggan | J. M. Oakes Jr. | W. Scott | J. Dandona | F. A. Zerskis | W. Schoppmeyer

A. J. Zuk | S. G. Harvie | H. G. Bramwell | E. S. Randall | W. J. Devine | F. Kowalesky Jr. | R. Sagl | J. J. Mulligan Jr. | H. J. Hines

George M. Bridge, Maintenance (6)
Wilbert L. Gardner, Maintenance (6)
Irwin E. Mattson, Maintenance (6)
Steven W. Majeski, Maintenance (6)
Glenn R. Bradley, Maintenance (6)
George R. Saxton, Maintenance (6)
Leo Jernick, Maintenance (6)
Stephen Salinder, Structures (6)
Gerard E. Farley, Structure (6)
Gerard J. Bauer, Support (6)
Gerald J. Barbieri, Ind. Engg. (6)
Arthur E. Veprovsky, Transportation (7)
Donald R. Snell, Elect. Fab. (7)
Roland W. Donath, Plastic/Plaster Tooling (11)
Dominic R. Yannucci, Maintenance (12)
Victor L. Peckenschneider, P/S Tech. Writing (15)
Graham M. Serr, Plant Protection (18)
James Cooley, Central Receiving (24)
Martin C. Beltrani, Prod. Ctl.-Parts Ctl. (27)
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Robert Keenan, Weight/Mass Prop. (35)
Charles F. Broadway, Prod. Avionics Mgmt./ Staff (43)
Philip J. Lagan, Critical Material Control (44)
Mario J. Genna, Insp.-Electronics (44)
Robert M. Stevens, Prod. Mgmt. Ops./Staff (77)

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Salvatore A. Simonetta, Prototype (1)
Isidore I. Scheinberg, Sub-Assembly-Major (1)
Henry G. Kipybida, Parts Control (1)
William J. Reisert Jr., Plant Stores (1)
Wilbert F. Muller, Stab. & Control Sys. Des. & Analysis (1)
Walter Kapps, Release & Conitrol (1)
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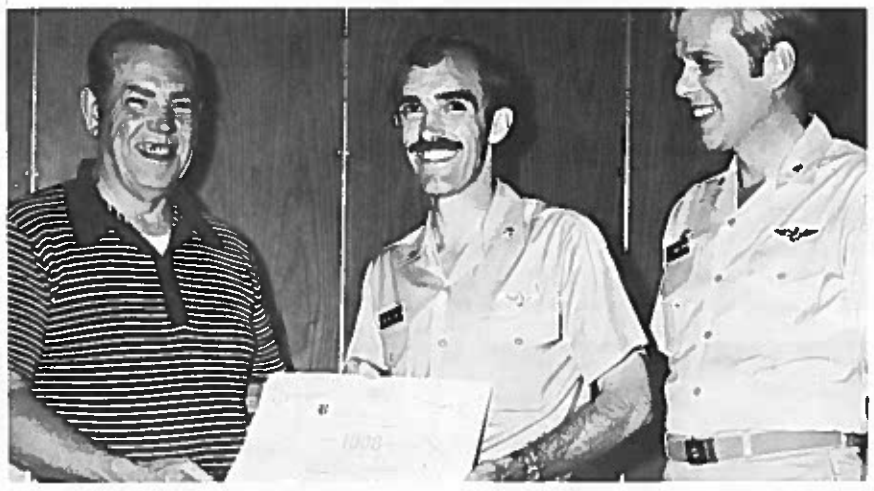
Phillip C. Schlosser, Small Parts Fab. (2)
Joseph W. Carter, Parts Control (2)
Michael J. Sheehan, Methods Engg. (2)
Michael Di Noia, Prod. Mgmt. - Budgets (2)
John J. Koberlein, Fluid & Mech. Tool & Equipment (2)
William H. Kovarik, Maintenance (2)
Thomas W. Parascondol, Food Serv. (2)
Joseph S. Kozlowski, Drafting (2)
Robert J. Koster, N/C Machines (3)
Raymond Plawski, Inventory Control (3)
Vincent N. Brigante, Parts Control (3)
James B. Joyce, Transportation (3)
William G. Connors, Maintenance (3)
Joseph Gervasio, Maintenance (3)
Charles Adams, Final Assembly-Structure (3)
Arthur H. Badstuebner, Flt. Avionics (4)
Kenneth G. Wendel, Convent. Machines (5)
Donald G. Myers, Instrum. Test (5)
Stanley V. Mazur, Instruct. Mgmt./Staff (5)
Aldo Albertuzzi, Maintenance (5)
Gustave F. Zeis, Maintenance (5)
William H. Lyons, Configuration/Data Mgmt. (5)
Edward S. Koroleski, Transportation (6)
Fred P. Massaro, Plant Protection (6)
William J. Hamilton, Structures (6)
Frederick W. Anderson, Structures (6)
Harvey Weiss, Instrument Syst. Des. (6)
Jose A. Martinez, Elect. Test (7)
Robert W. Korth, Fl. Avionics (7)
George R. Peck, Elect. Fab. (7)
Peter Rosato, Elect. Prod. Suport (7)
Frank J. Finnerty, Data Ops. (7)
Pasquale Di Marzo, Mfg. Insp. Elect. (7)
Eugene E. Stapleton, Fl. Avionics (8)
George E. Mirecki, Q.C. Laboratory (10)
James M. Kitts, Maint. Admin. (12)
Edward Lynch, Maintenance (12)
Victor G. Henkel, Maintenance (12)
Alfred G. Fox, Maintenance (12)
Earl W. Freidank, Mainteance (12)
Steven Bank, Metal and Welding Engg. (12)
Robert H. Anderson, Chemical Engg. (12)
Arnold London, Adv. Matl. & Process Dev. (12)
Robert E. Freyer, Adv. Matl. & Process Dev. (12)
Wilbur C. Lindstadt, Maintenance (14)
Anthony Gatto, Ind. Enggs. (15)
Robert P. Robinson, P/S Commodities Controls (15)
Kathleen Rouchet, Repro. Serv. (15)
Joseph Nardi, Templates (16)
Vincent J. Verteramo, Transportation (20
Walter H. Steigele, Transportation (20)
John Da Ponte, Maintenance (25)
James C. Sherry, Fiberglass (27)
Elizabeth E. Teale, Insurance/Records (28)
Lawrence A. Powers, Jr., Pricing & Res.-Proposals (30)
Raymond F. Lazar, Rqts. Plan. (30)
Richard J. McGlade, Pricing & Resources-Analysis (30)
William F. Quirein P/S Cust. Orders (30)
Wilmur M. McCown, P/S Proj. Eng.-Prog/ Plng. Ops. (30)
Franklin R. Marks, Prod. Mfg.-Budgets (34)
Vincent C. Saputo, Jr., P/S (34)
Walter W. Hock, Power Plant Des. (35)
Herman C. Leuther, Power Plant Des. (35)
William R. Luneburg, Jr., Q.C. (35)
Robert F. Mehl, Final Assy. Struct. (36)
John R. Mohlenhoff, Avionics Inst. (43)
Richard J. Goedtel, B/P Warehouses (44)
Robert W. Lyon, Engineering (88)
Arthur W. Kaercher, GDS
James J. Hunter III, GDS
Irene Mosca, GDS
George W. Capua, GDS

Report from the Fleet



Aboard the carrier America, Lt. Cdr. Mac Johnston proved he's a real "hummer" when he completed his 1000th flight hour in the Grumman E-2 Hawkeye. Johnston, who also has more than 150 arrested landings in the Hawkeye and is a double centurion aboard the America, is shown above (center) receiving a pin and certificate from Grumman Field Service rep John Brown and Cdr. C. AA. Tietgen Jr., commanding officer of VAW-124.

Salute three Field reps

Three Grumman Field Service reps, Walt Mooney, Tom Garrity, and Bill Zwijac, were honored recently when they were made "honorary members" of Carrier Airborne Early Warning Squadron 122 at Norfolk, Va. In welcoming the three into the squadron on the honorary status, Cdr. Charles Norrington cited the three for providing outstanding assistance during VAW-122's type-training and operational readiness exercises recently during a short cruise aboard the USS Independence. Mooney was scheduled to go aboard the Independence with VAW-122 earlier this month for a six-month cruise to the Mediterranean.

A. J. Crammer | A. DiGiovanni | G. E. Preiser | L. M. Yanelli | J. Kendrick | M. F. Greene | E. L. Conklin Jr. | N. A. Evangelides | R. C. Booy

P. J. Folio | J. Heberlein | J. J. Fitzpatrick | A. M. Manelski | E. J. Coll | J. W. Herlihy | R. W. Harvey | I. A. Hardy | E. F. Gumbs Jr.

Service anniversaries for August . . .

35

Angelo L. Galgano, Mach. Ops. (3)
Frank J. Messina, Plt. 6 Mgr. (6)
Hamlet Le Porte, Hydraulics (14)

30

Harry R. Belsha Jr., Fuselage Assemb. (1)
Jerome Spilker, Small Parts Fab. (2)
Clifford V. Kurkowski, Parts Paint (2)
Herbert S. Gardali, Prod. Control (2)
John S. Caramanica, Special Tools & Methods (2)
Eugene H. Koopman, Methods Engg. (3)
James W. Evans, Flt. Ops. (4)
Marjorie R. Goshefski, Plan. Control/ Budgets, (5)
William A. Schovanec, Maintenance (6)
Vincent J. Sgro, Adv. Matl. & Proc. Develop. (12)
Anthony S. Cisco, Transportation (20)
Joseph A. Frisenda, Sub-Assemb.-Major (27)
Robert D. Abernathy, P/S Supply Ops. Mgmt. (30)
Frank A. Anzillatto, Router & Shear (37)
Patrick J. Fitzpatrick, Wire Prep. (44)
Thomas E. Merkle, Warehouse (44)
Gilbert L. Pike, Ind. Engg. (77)

25

Anthony J. Crammer, PPO- F-14 (1)
Robert P. Miller, Wing Inner Panel (2)
Alexander DiGiovanni, Prod. Release & Anal. (2)
William H. Hale, Planning (2)
Gustave E. Preiser, Honeycomb (3)
Louis M. Yanelli, Static Test (5)
John Kendrick, Cust. Reqmts. (5)
Maurice F. Greene, Structures (6)
Edward L. Conklin Jr., Prod. Release & Anal. (6)
Nicholas A. Evangelides, Ind. Engg. (6)
Charles H. l'Hommedieu, Mfg. Inspect. (6)
Robert C. Body, Mfg. Inspect. - Mech. (6)
Peter J. Folio, Flt. Acceptance (7)
George Felber, Flight Data (7)
Joseph Heberlein, Maintenance (12)
James J. Fitzpatrick, Electronic Test (14)
Walter S. Foray Jr., Transportation (20)
Ann M. Manelski, PPO - Space (25)
Eugene J. Coll, Drafting (25)
John W. Herlihy, Plexiglass (27)
Roy W. Harvey, Sub-Assembly (27)
Israel A. Hardy, Ctr.-Sect.-Sub-Assembly (27)
Emanuel F. Gumbs Jr., Ctr.-Sect.-Sub-Assembly (27)
Alex Adamcewicz, Ind. Engg. (30)
Donald E. Johnson, Reqmt. Planning (30)
William A. Small Jr., P/S (30)
Martin Cohen, Tech. Directives (34)
Walter C. Martens, P/S Resource Applic. (35)
Earl N. Carman, Crew Systems (35)
Silvio A. Bellofatto, Standards (35)
Harold E. Koch, Standards (35)
Frank C. Prendergast, Inspect.-Mech. (35)
Alexander Censoprano, Final Assembly-Struct. (36)
Edgar W. Tappen, Final Assemb. (36)
John L. Browne, Parts Control (43)
Henry G. Mehl, Avionics (43)
Edward J. Smatlack, Reqmts. Planning (51)
Robert H. Rispaud, Tech. Ops. (77)
Drew McTurck, Facilities (77)
Wilford B. Brown Jr., Prog. Mgmt. (77)
Gil H. Menendez, P/S Site Supply (80)
John T. Rowley, Production (88)
Thomas G. Garrity Jr., P/S A/C Sys. Serv. (90)
Thomas W. Attridge Jr., V.P. - Grumman Ecosystems
Douglas Hill, Grumman Ecosystems

20

George V. Carmine, Repro Serv. (1)
Norman C. Palmer, Prod. Control (2)
Tommy J. Dong, Assemb. Tool & Hand Equip. (2)
Edward J. Stagg, Inspect.-Mech. (2)
John Morochko, Marshall./Fin. Tool Cntrl. (3)
Charles H. Corcoran, Maintenance (3)
Daniel J. Shybunko, P/S Prog. Mgmt. (5)
Frances A. Hoffman, Food Serv. (5)
Felix J. Curasi, Struct. Design (5)
John R. Swenk, Adv. A/C Syst. (5)
Matthew N. Picinich, Maintenance (6)
Thaddeus Niksa, Elec. Bench Assemb. (6)
Robert V. Biagiotti, Meas. Std. Adm. Ops. (6)
William J. Cowan, Configur. Data (6)
Edward Silvia, Airport Ops. (7)
Joseph J. Prokop, Airport Ops. (7)
Robert W. Bailey, Air Traffic & Radio Commun. (7)
Joseph R. Carbone, Flight Data (7)
Eugene C. Burgess, Q.C. Lab (10)
Darrell G. Poole, Maintenance (12)
John G. Pastoral, Software Develop. (14)
Joseph Passanante, Ship/Spares Consolid. (17)
Paul E. Shemanski, Plant Protection (18)
Holt S. Hix, Prog. Mgmt. (25)
Joseph J. Ciccone, Struct. Des. (25)
Edward J. Lombardo, Struct. Anal. (25)
Anna Sinicropi, Regmt. Planng. (30)
Thomas G. Cunniffe, Facilities Admin. (30)
Raymond P. Turner, P/S RF & Video Engg. (34)
Charles F. Wentzel Jr., P/S Elect. Engg. (35)
Pompea M. Sechrengost, Payroll (40)
John H. Norris Jr., West Coast Office (87)
Thomas Ambrosic, Q.C. Supplier Control (87)
Alfred F. Schaefer, P/S A/C Site Mgmt. (89)
Robert J. Anderson, P/S Fld. Mat./Mod. (94)

A. Adamcewicz | D. E. Johnson | M. Cohen | W. C. Martens | E. N. Carman | S. A. Bellofatto | H. E. Koch | F. C. Prendergast | A. Censoprano

E. W. Tappen | H. G. Mehl | E. J. Smatlack | R. H. Rispaud | D. McTurck | W. B. Brown Jr. | G. H. Menendez | T. G. Garrity Jr. | T. W. Attridge Jr.

15

William R. Harris, Fuselage Assemb. (1)
Oranzo Guido, PPO F-14 (1)
Ladislas F. Klosek, Tool Maint. (1)
Henry Kowalski, Alodine (2)
Walter K. Langendorf, Planning (2)
Henry G. Broker, Assemb. Tool/Hand Equip. (2)
Lino L. Oliver, Spec. Tool/Methods (2)
Raymond A. Krumenacker, Maintenance (2)
Ronald Sup, Press (3)
William Nelson, Honeycomb (3)
David J. Bergen, Maintenance (3)
Frederick E. Waldeck, Maintenance (3)
Eugene J. Reiners, Inspect.-Mech. (3)
Arthur H. McCrum Jr., Flt. Ops. (4)
Santo J. Goudelias, Drafting (4)
Andrew M. Yevoli, Instrum. Planning (5)
Edith H. Muller, Secret. Serv. (5)
Jacques H. Belle Oudry, Elec. Prod. Engg. (5)
Renso L. Caporali, Veh. Tech. (5)
Joseph G. Amoroso, Instrum. Sys. Des. (5)
Lawrence S. Brown, Contracts A/C (5)
Robert H. Ambruster, Instrum. Test (6)
Joseph Rio, Maintenance (6)
James F. Lindstrom, Fluids (6)
Robert L. Kreeb, Structures (6)
Robert E. Wagoner, Assemb. Meth./Plann. (6)
Howard F. Dietz Jr., Instrum. Sys. Des. (6)
Edward C. Parker, Instrum. Sys. Dess. (6)
Edward L. LeCun, Instrum. Sys. Des. (6)
Vincent G. De Stefano, Prod. Mgmt. (7)
Frederick J. Nassauer, Aircraft Prog. (7)
Ralph W. Hilbert, Flt. Data (7)
Sylvester S. Martin, Maintenance (12)
Harold P. Ellison, Adv. Matl./Process Dev. (12)
Joseph A. Keeling, Hydraulics (14)
Edwin H. Kloppenburg, P/S RF & Video Engg. (15)
Frank Zukas, Drafting (15)
John W. Stralko, Release & Control (15)
Jerome D'Andrea, Plant Protection (18)
William F. Carberry, B/P Warehouses (21)
Jeff A. Quarles, Central Receiving (24)
Lawrence Murphy, Rec.-Inspect.-Mech. (24)
Isaac A. Staken, P/S Commod. Controlos (25)
Richard E. Spellerberg, Simulation (25)
John H. Magenheimer, Proj. Admin .(25)
Olaf K. Costello, Inventory Ctrl. (30)
Charles B. Trimble, Seller Des. Equip. (30)
William F. Staak, Facilities Admin. (30)
Salvatore Fiorillo, Equip. Engg. (30)
Robert F. Kearney, Plt./Proj. Engg. (30)
Doris J. Turner, Contract Revenue (30)
James Fay Jr., Cont. Cost Anal. (30)
Ronald B. Peterson, Energy Systems (30)
William J. Wernicke, Crew Systems (34)
Virginia N. Larson, Info. & Rec. Serv. (34)
Ralph J. Siegel, Maint. Des. (35)
Stavros J. Danos, Fluid Mech. (35)
Albert E. Helrigel, GSE Mech. (43)
Robert H. Bornschein, Contractor Maint. Serv. (75)
John S. Jarrett, P/S Fld. Mat./Mod. (79)
Vincent L. Romeo, P/S A/C Site Mgmt. (90)

Grumman wins contract by joining team efforts

They felt a little celebration—donuts and coffee—was in order at Plant 30 a couple of weeks ago to salute a team from Grumman Energy Programs and Space Programs who combined to win a $56,000 subcontract from Raytheon Company of Sudbury, Massachusetts. The subcontract is to develop and evaluate design concepts for antennae up to one mile in diameter that can be assembled in space.

The subcontract study is part of an overall study that Raytheon is performing for the NASA Lewis Research Center to evaluate antennae design concepts and an associated ground test program for transmitting solar power from space via microwave.

One application for this advanced technology is the Satellite Solar Power Station (SSPS). In the SSPS approach, solar energy would be converted by photovoltaic cells to DC electrical energy, then changed to microwave energy and beamed via a microwave antenna to a receiving station on earth. On earth, this microwave energy could be safely collected and converted back to electricity.

Vice President Tom Kelly, director of Space Programs, sprung for the donuts and coffee during a thank-you meeting with Ron Peterson, director of Energy Programs; and the SSPS proposal team led by Ken Speiser and Paul Henton of Energy Systems. The study for Raytheon will be performed under the direction of Al Nathan, Microwave Power Transmission System study manager.

They're celebrating. Winning team — that's artist's rendering of space antenna they're flanking — celebrating subcontract award from Raytheon include Vice President Tom Kelly, director Space Programs; Dick Kline, Business Area manager, Space Operations; Ken Speiser, SSPS proposal manager; Paul Henton, study manager; and Ron Peterson, director of Energy Programs. MPTS study manager Al Nathan was not present for photo. (Photo by Marie Trimborn)

GAA offering trip to Cape Cod

How about a weekend at the Cape this autumn? Cape Cod that is . . . but leave the driving, and arrangements, to GAA. GAA is offering a weekend trip to Cape Cod, Massachusetts, on October 18, 19, 20. Included in the $79 per person charge is transportation by deluxe coach, two nights accommodations at the Sheraton Falmouth Inn, all admissions and tips, and four meals.

Some of the sights included in the tour are: Sandwich Glass Museum, National Seashore Headquarters, Provinceton, Sunday morning golf, and, of course, the beaches.

All employees, retirees, and their relatives and friends are welcome to sign up. Registration may be made in person at the GAA office in Plant 30 or by mailing a check (made out to the Bethpage Aircraft Tour Club) to: GAA, Plant 30, Bethpage, N. Y. 11714. For more information, contact Rita Looney on Ext. 2133 or LR 5-2269.

Can you help?

Do you have a drum or bugle to donate to the Wyandanch 1st Battalion Naval Corps for a musical demonstration? If you do, please call Ed Ratcliff, Ext. 84205 or 516-643-2913.

Merten represents GAC at NSA meeting

"Spread Your Wings" was the theme of the 29th annual International Convention of the National Secretaries Association from July 15 to 20 at Atlanta, Georgia.

The NSA is the largest secretarial organzation in the country and lists over 38,000 members across the nation. At this year's convention Grumman was represented by Elfriede Merten of Flight Safety, Plant 7, Calverton. She was also attending in her capacity as an officer of her Twin Forks-Riverhead NSA chapter.

The over 2,000 registrants were welcomed by Georgia Governor Jimmy Carter and J. Paul Austin, Coca-Cola Board Chairman. Registrants could attend a series of five seminars including "Your Basic Personality," "Transactional Analysis for Secretaries," and one of the most popular seminars at the convention, "Motivation for the Secretaries Supervisory Function."

Anyone interested in joining the Natioanl Secretaries Association can contact Elfriede Merten on Ext. 435, Calverton.

The Bearcat—Grumman's last prop fighter—turns 30

Thirty years ago tomorrow, August 31, 1944, the first Bearcat took off with a roar from a Bethpage runway with Bob Hall, now a retired vice president, at the controls. A company brochure of the time described the Bearcat as "smaller in size than either our Wildcat or Hellcat . . . it's a compact, efficient 'package' of power!"

This "package" of power, designated model series F8F, turned out to be the last in a long line of piston-engine fighters produced by Grumman. Built around the powerful Double Wasp R-2800 series engine, the F8F was designed to fill a major gap in World War II carrier-type fighters: a minimum weight interceptor, with maximum performance in the low- and medium-altitude ranges. With a gross weight of 9,307 pounds, a rate of clumb of 6,300 feet per minute, and a maximum speed of 425 mph at sea level and 455 mph at 16,000 feet, the Bearcat splendidly fulfilled all of its design criteria.

Ironically, in spite of a record design-to-production cycle of slightly over 15 months, F8Fs joined Advanced Navy Training Units only after the war ended and so never saw action in World War II. Production, however, was continued after the war and Bearcats were first-line carrier fighters until replaced in the early 1950s by jets, including Grumman Panthers.

The company produced 1,265 F8Fs, including two experimental airplanes and two for civilian use—a company utility demonstrator and one, the Gulfhawk IV, for the famous exhibition pilot, Al Williams. The original Navy Blue Angels aerobatic team, formed in June 1946, first flew F6F Hellcats but changed to F8Fs several months later.

The Bearcat was a record breaker from the start. In the first news release to the public in October 1945, the Navy called the F8F the world's fastest sea-level fighter. It was unofficially clocked at well over 500 mph in an air show at Floyd Bennett Field in Brooklyn later that month. On November 20, 1946, Lt. Cdr. N. W. Davenport of the Naval Air Test Center, Patuxent River, Maryland, flying an F8F, made a 115-foot takeoff run and climbed to 10,000 feet in one minute and 40 seconds — a record performance for climb that was unbeaten for some years.

The Bearcat's most recent record breaking flight took place only five years ago — August 16, 1969 — at Edwards Air Force Base in California. Darryl Greenmayer, a Lockheed test pilot and four-time winner of the Reno National Air Races, flew a modified F8F-2 Bearcat 483.041 mph to a new world-class speed record for a piston-engine aircraft. In so doing, he shattered a 30-year record established by Luftwaffe pilot Fritz Wendel while flying a Messerschmitt ME-109R.

No matter how spectacular the F8F might have been in combat, however, it will always be in the shadow of the better known aircraft of the second World War. The Bearcat arrived just too late to gain the distinction earned by other famous WWII fighters, including the Grumman Wildcat and Hellcat — even though one of the first Navy combat pilots to fly the Bearcat observed: "This is the first *real* fighter I've flown!"

Today, a few Bearcats are still flying, and their owners speak not of past glories but of power, performance, and endurance of the little stubnosed planes. And those, after all, are probably the true measures of a classic aircraft.

Comet Kohoutek winner. At the beginning of the year when the big event in astronomy was Comet Kohoutek, a contest was held at Grumman for the best snapshot taken of the comet. Though Kohoutek was not as bright as predicted, Ted Hilgerman of Research, Plant 26, did manage to shoot the best photo of the comet. For his effort, Hilgerman received a $25 U.S. Savings Bond from Tom Kelly, Vice President-Space Programs. The color 55-mm slide was taken on January 4 at the Mt. Hopkins Observatory in Amado, Arizona, with a Mirando Sensorex camera. (Photo by Fred Annette)

Mugu plans fair

POINT MUGU—Plans for the 15th annual Space Fair, to be held at the Naval Air Station, Point Mugu, October 19 and 20, are well underway according to Navy Space Fair officials.

Thousands of spectators are once again expected to come from all over southern California to the show, which drew more than 100,000 visitors to the two-day event last year.

Twice-a-day airshows will include top civilian aerobatic pilots and a military firepower demonstration of rocket and missile firings.

The Navy's precision flight demonstration team, the Blue Angels, flying their new A-4 Skyhawk jet, will headline the afternoon show both days.

Center of the Space Fair activity will be a 40-acre midway featuring a half-mile of exhibits covering all facets of aerospace programs.

Admission to the grounds, parking and the air show will be free. A small donation will be asked for bleacher seats and the midway attractions will be reasonably priced.

Space Fair 1974 is sponsored by the Navy commands in Ventura County as a combination military open house and charity benefit. Net proceeds go to service orientated charities to assist needy service families.

Turtles win at volleyball

From March to July, over 60 people in the Plant 34 complex spent their lunch hours on an asphalt parking lot turned volleyball court. During the week of July 14, the world series of the Grumman Woodbury plants took place with the Turtles spiking their way to victory over the Intruders.

Throughout the season the teams could only participate if there was a female playing the entire game. The Turtles female player, Pat Shannon, just happened to be the team captain too. Other members of the championship squad were: Bob Scott, Ken Kretschman, Phil Ferreri, Jim Curry, Bruce Perine, Mickey Rowles, and Bill Costanzo.

Over 150 industrious people 'cash in' on their ideas

(Continued from page 1)

ning suggestion was to institute a force check during installation of the F-14 cables involving the throttle, flap, wing-sweep, emergency fuel shut-off, and canopy-control operations. Now, instead of discovering a crab during first flight readiness (which sometimes results in many work hours when cables are not easily accessible), the corrective action is taken with a minimum amount of effort on the assembly line. Nick's other award of $200 was for a flight safety suggestion he had submitted.

Wins $1,500 in bonds

As Dan Burley says, "Most problems — which prompt winning ideas— are staring you right in the face." At least that's what happened to him. Previously, the devices used in the Alodine department to hold large aluminum parts on racks during alodine and part-finishing process caused the need for considerable paint touch-up after processing was completed. Dan decided there must be a better way. Since most aluminum parts are now manufactured with holes in them, he suggested using stainless steel wire hooks to hold the parts. The result: considerable savings in time, loading, and reduced re-painting. Dan plans to store his money away until it matures. In the meantime, he keeps on looking for a better way.

Other winners for this month are:

$1,150 - Charles R. Zambito, Electronic Test, Pl. 14.

$950 - Francis N. Loiacono, Fuse. Major Sub-Assembly, Pl. 1.

$675 - Gerald Doran and George Kikta, both of Planning and Product Control, Pl. 2.

$625 - William J. Vogel, Mfg. Inspection, Pl. 3.

$600 - Sidney A. Rouse, Prototype, Pl. 1; Daniel Horton and Joe Falco, both of Wing-Major Assem-ly, Pl. 3.

$400 - Albert Badstuebner, Wing Final Assembly, Pl. 3.

$375 - Edward Smyth, Sub-Assembly, Pl. 1; Charles P. Renz, Steve Petrowski, and John De Castro, all of Presentation Services, Pl. 2.

$325 - Jaroslav F. Bocek, Production, Pl. 88.

$300 - Edward J. O'Donnell, Prod. Supervisor, Pl. 6; Stanley P. Hudinski, Small Parts Fab., Pl. 2.

$275 - Carlon B. Clark, Electronic Test, Pl. 14.

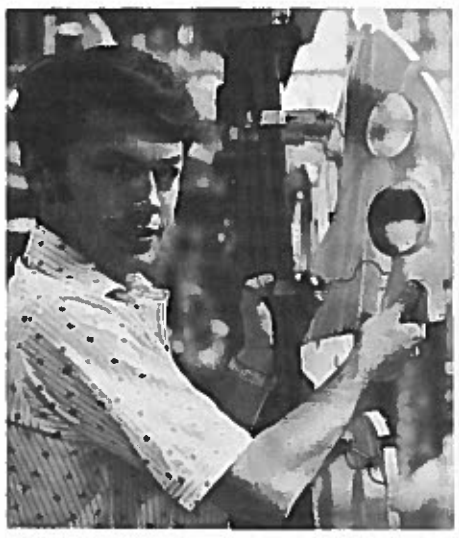
$250 - Charles P. Renz, Presentation Services, Pl. 2; Albert P. Mahoski, Inspect. - Mechanical, Pl. 3; Charles Randazzo, Fuse. Fwd. Assembly, Pl. 1; Frank C. Augustine Jr., F-14 Elect. Installation, Pl. 6; Frank C. Reinecke and George T. Berry, both of Sub-Assembly, Pl. 77.

$225 - John Redel and William E. Meinger, both of Mach. Ops., Pl. 56; Nelson R. Bolton, Jr., Wing Sub-Assembly, and Thomas Connor, Wing Major Assembly, Pl. 3; Robert Helmer Jr., Prod. Mfg. Staff, Pl. 5.

$200 - Hans Kampmann, Instrum. Flight Data, Pl. 7, and Domenic Capobianco, Flight Dept., Pl. 7; Cleo Rhodes, Sub-Assembly, Pl. 27; Emil Calabria, Machine Shop, Pl. 3; Salvatore A. Sarbello, P/S Electrical Engg., Pl. 7; Nunzio Dicce, Prototype, Pl. 2; Adolph Marinucci, Detail Parts Fabrication, Pl. 3; Anthony L. Rollero, Fiberglass, Pl. 27; Joseph S. Blanche, Final Assembly - Major, Pl. 1; Patricia Derrico, Secretarial Services, Pl. 35.

$175 - Harold Austin, Avionics, Pl. 6; Jerry Marenga, Electrical Engg., Pl. 5.

$150 - George Lindgren, Chem. Engg., Pl. 12; Nunzio Dicce, Prototype, Pl. 2; William E. Meininger, Edward Pedel and Timothy D. Swingler, all of Mach. Ops., Pl. 56; Adrian N. Hersey, Fuse. Assembly; Francis N. Loiacono, Fuse. Sub-Assembly; and Leonard A. Anderson Jr., Honeycomb Details, Pl. 1; J. Edward Redel and William E. Meininger, both of Machine Ops., Pl. 56.



Dan Burley

Nick Capobianco

$125 - James Schnaderbeck, Flight Avionics, Pl. 4; Kenneth Korsberg, Major Assembly; Adrian N. Hersey, Fuselage Assembly; William R. Mytko, and Donald Murphy, both of Final Assembly; and Robert Rusnak, Sub-Assembly, Erwin Giesemann and Irving Wiggins, Inventory Control, Pl. 30.

$100 - Joseph M. DeSanto, Frank W. Abbondondola, Salvatore Tranchina, James Wapniarski, and Vincent Delia, all of Sub-Assembly-Major; and Tom Haller, Plant Stores, Pl. 1; William C. Wilke, Machine Shop, Pl. 2; John P. Leddy and Robert W. Graves, both of Program Procurement - E-2C, Pl. 15; Donald E. Johnson, and Albert B. Eckerson, both of Reqmts. Planning, Pl. 30; Richard F. Konig, F-14 Aft Assembly, Pl. 77; James R. Szegfu, Final Assembly, Pl. 1; John Neville and Walter Boyce Jr., both of Ground Support Fabrication, Pl. 5; John C. Otto and Charles P. Ripel, both of Bach. Parts/Matl. Purchase, Pl. 30; Charles J. Ridolf and John W. Wollstadt, PPO - F-14, Pl. 15; William H. Girrier, E-2 Program Procurement, Pl. 15; William Weremeichick, Final Assembly, Pl. 1; Richard Bahrenburg, Industrial Controls, Pl. 5; Ladislaw J. Malina, Maintenance, Pl. 12; Adrian N. Hersey, Fuselage Assembly, Pl. 1; Edward F. Andrews, Honeycomb Final, Pl. 3.

$75 - Frank Leahy, Supply Data, Pl. 30; Francis N. Loiacono, Fuselage Major Assembly; August C. Millang, Fuse. Assembly; and Edward Smyth, Sub-Assembly, Pl. 1; Charles H. Vanderhoof, Spec. Tooling Ops., Pl. 2; Fred Heverly, Warehouses, Pl. 17; Robert W. Carlson, Chem. Engg., Pl. 1; Donald E. Johnson, Reqmts. Planning, Pl. 30; Robert Damarodas, E-2 Program Procurement, Pl. 15.

(To be continued next issue)

New Credit Union building opens for business

Grand opening. Bill Robertson, oldest Credit Union account dating to 1941, and Mae Tedesco, newest account—one week old, cut ribbon at opening of new Bethpage Credit building. Looking on (L-R) are Tom Gill, building committee chairman; Ceil Davis, committee member; Joe Milillo, Bethpage Credit president, and John Fessel, Credit Union treasurer-manager. (Photo by Marie Trimborn)

On August 19, the Bethpage Federal Credit Union's new building, located on Stewart Ave., was opened for viewing by credit union members. One week later, the one-story brick colonial decorated in Williamsburg decor opened for business.

The new structure marks the first time that Bethpage Credit has its own building in its 33-year history—the organization has always occupied quarters in one of the buildings at Grumman, whose employees and families it serves. "We hope, above all," says Joe Milillo, Bethpage Credit president, "that our new building will allow us to give significantly improved service to our members."

Over 24,000 members

The Credit Union has grown rapidly over the past five years from assets of $18-million to $45-million. The new structure will house the 30 Credit Union employees who handle all credit union business for more than 24,000 members.

At the opening, the non-profit financial group introduced its new easy-to-remember name — Bethpage Credit. Its legal name is now Bethpage Federal Credit Union, with the word "Aircraft" deleted.

OBITUARIES

ROBERT A. PENNSTROM of Dassault, Plant 77, died July 25 at the age of 63. He had been with the company since 1957 and lived at 149 Riverland St., Stuart, Fla.

VINCENT GIANCONTIERI of Electrical Installation, Plant 6, died July 26 at the age of 45. He had been with the company since 1973 and lived at 20 Kenwood Drive, Bohemia.

MAXWELL C. PAPANEK of Program/Planning Operations, Plant 6, died July 28 at the age of 56. He had been with Grumman Aerospace since 1951 and lived at 98 Gillette Ave., Patchogue.

WALTER MAKOWSKI of Spotwelding, Plant 3, died July 28 at the age of 58. He had been with Grumman over 23 years and lived at 39 Promenade, Glen Head.

WILLIAM G. SWINSON of Methods Engineering, Plant 1, died August 3 at the age of 49. He had been with the company since 1952 and lived at 54 Virginia Ave., Plainview.

HAROLD H. HANLEY of Drop Hammer, Plant 2, died August 7 at the age of 52. He had been with Grumman Aerospace since 1954 and lived at 23 Wall St., Huntington.

FRANCIS J. HUNT of Plexiglass, Plant 27, died on August 12 at the age of 53. He had been with Grumman since 1962 and lived at 69 Radburn Drive, Farmingville.

ALEXANDER B. PATERSON of Maintenance, Plant 2, died August 14 at the age of 44. He had been with the company since 1955 and lived at 6 Athol Street, Islip Terrace.

STANLEY E. WILLIAMS of Boxes and Panels, - VAST-GSE, Plant 43, died August 19 at the age of 50. He had been with Grumman Aerospace since 1965 and lived at 27 Larch St., Hicksville.

Top of the links. At the Grumman Women's Golf League awards dinner recently, these women golfers were presented with trophies for first and second place showings in the five league competitions.

Women come long way; mark 10th year on links

In 1964 when the first 12 members of the Grumman Women's Golf league played their first round of golf at the Hill-n-Tree golf course, it took them the whole night to reach the 5th hole. Now after a decade of league play, only three members of the original dozen are still putting their way on the links—but with 57 other women duffers as company. Many things have changed over the decade for the league —it has grown considerably with beginners split into two nights of play at Hill-n-Tree; intermediates at Golf-n-Tee; and two groups of more experienced players at the Bethpage courses. Things have greatly improved for the women golfers — though not necessarily their handicaps.

So, last week the ladies found good reason to celebrate the 10th anniversary of the Grumman Women's Golf league at their annual awards dinner. Two "honorary" members of the league were on hand for the celebration: Grumman Corporation Vice President Pat Cherry, and retired Grumman Aerospace Senior Vice President George Titterton. Mike Cherry and John DiSanto were present to congratulate the ladies.

This year's president of the league, Elaine Merritt, honored former president and founder of the league, Eileen Toomey, with a golf statue for her contribution to women's golf at Grumman.

Award winners were: Most Improved - Marguerite Gibbons, Hill-n-Tree (Mon.); Claire Murray, Hill-n-Tree (Tues.); Low Net - Mado Lamounette, Hill-n-Tree (Mon.); Lin Adams, Hill-n-Tree (Tues.); Leslie Coursen, Bethpage (Wed.); Kathy Housley (Thurs.). First place teams - Golf-n-Tee: Julia Hanlon - Joan Pavlat; Bethpage (Wed.); Leslie Coursen - Rose Canalas; Bethpage (Thurs.); Pat Ogilvie - Nikki Wright. Second place teams: Hill-n-Tree: Sharon Grosser - Roseann Maglione; Bethpage (Wed.); Elaine Merritt - Lena D'Amico; (Thurs.) Emma Fix - Peggy Bunzel. Special awards: longest drive - Irene Kaufman, Helen Licursi, Sonia Dann, Elaine Ross, Pat Ogilvie. Closest to Pin: Mado Lamounette, Joan Paylat, Chris McLaughlin, Vivian Dooley, Dorothy Kouwenhoven.

Guarino, Kirillin do it again

Tom Guarino and Al Kirillin did it again. For the third year in a row, the duo captured the doubles title in the annual GAA tennis tournament—much to the dismay of Dick Reade. He was all set last year to challenge the champs but had to undergo a hip joint transplant at the Mayo Clinic. This year he was ready to overthrow the kings of the court with his teammate, Gus Spyridon in the finals, and after the first set, it looked like they just might achieve that goal. But things took a disastrous turn for them as they dropped the next two sets, 4-6 and 3-6. Looks like Dick will have to wait another year to beat the champs.

A newcomer to the tennis tourney, Bill Jaklitsch, showed no mercy to his opponents in singles play. He consecutively knocked off John White, 6-0, 6-0; Irene Gentile (yes, a woman!), 6-0, 6-0; Joe DiStefano, 6-3, 6-2; Bill Wenzel, 6-1, 6-1; Wayne Mercer, 6-1, 7-5; and Jacque Crouzet-Pascal, 6-1, 6-1. In the finals he found himself pitted against Gus Spyridon. But Gus came up the double loser this year falling to Jaklitsch, 4-6, 6-2, 6-0.

Army tix

On October 5, the "brave ole" Army team goes into battle on the gridiron against the ever-powerful Penn State team. Tickets are available at the GAA office for this home game at Michie Stadium, West Point. The cost is $7; buse tickets are also available for $4.25.

Wanted: bowlers

Interested in joining hundreds of fellow Grumman keglers on the alleys this bowling season? If you are, Herb Mahoney of the GAA is the man to contact. Herb says that there are still openings in many of the GAA-sanctioned bowling leagues. Stop in the GAA office in Plant 30 or call Herb on Ext. 2133 or 2269 for more information.

Nite at Shea

Grumman night at Shea tickets are now on sale for the two September evenings of baseball. If you're a Yankee fan — Sept. 6, the Yanks vs. Detroit, $3. And if you still believe in the Mets—Sept. 27, Mets vs. Pittsburgh for $2.75. Bus tickets are also available at $1.75 per person. You may purchase your tickets in the GAA office, Plant 30.

Take your pick

The GAA is scheduling paddleball, horseshoes, and handball tournaments to begin Monday, September 23. If you wish to play in any of the tournaments, fill out the form below and mail it to GAA, Plant 30, by Friday, September 13.

According to Herb Mahoney of GAA, tourney play will take place during lunch hours at the Bethpage Community Park. In paddleball and handball competition, singles will precede doubles.

Tournament Entry Registration

Paddleball ..... Horseshoes ..... Handball .....

Singles ..... Doubles .....

Name ..... Ext. .....

Plant ..... Dept. ..... Perm. No. .....

Doubles Partner

Name ..... Ext. .....

Plant ..... Dept. ..... Perm. No. .....

Entry Deadline Friday, Sept. 13
(Forward to GAA office, Plant 30)

Varsity earns tourney invite

Well, it looks like the Grumman varsity softball team is on its way to the National Industrial Softball World Series—a place they haven't been since 1969. And, hopefully, if they play like they did in the Metro - Long Island tournament, they'll be walking home as World champions as they did in 1967.

The Intruders earned the right to the invitation to the series that's to take place in Charlotte, North Carolina over Labor Day weekend by winning the Metro - Long Island Industrial Amateur Softball Tournament held at Jones Beach. During the tourney that lasted from August 14-18, the Grummanites found it easy sailing until the final two games. In the semi-finals, the champs beat the Nassau County Police, 17-15. But the police moved out of the loser's bracket to challenge the Grumman squad in the finals—and they were almost successful. The cops busted the Intruders for their first loss, 10-4, but the Grumman team pulled it all together in the finale with a 12-5 victory. Along their winning road the Grummanites knocked off Hempstead Bank, 11-4; N. Y. Telephone, 9-5; and PRD, 16-2.

Berka leads the way

At the annual National Pistol Championships held at Camp Perry, Ohio, July 26-31, Grumman was well represented by the team of Al Berka, Phil Boehm, Jim Dinan, and Ron Trenkner. Led by Berka who fired a 290 in the .22 caliber team match action, the squad fired an 1114-30X to win third in the expert class.

Individually, Berka placed first in the police expert class firing a 198-5X out of a possible 200, and won fourth place in the .22 cal. aggregate with 860-37X. Despite 40 mph winds, Berka also shot his way to two first-place showings with 195-9X in timed fire, and 190-3X in rapid fire.

Goose still flying high in tropics

(The following article was abstracted by Plane News from the Congressional Record.)

It has been 10 years since former airline Capt. Charles Blair first flew a Grumman "Goose" between the islands of St. Croix and St. Thomas. Since that time, his "Geese" have made close to 200,000 flights in the Virgin Islands.

The versatile twin-engine, eight-place amphibian has caught the fancy of sportsmen and businessmen from all over the world. Although originally designed for the commercial market before WW II, the Goose displayed such virtuosity that it was ordered by both the Army and Navy.

Now, in 1974, Captain Blair operates the world's largest seaplane airline with a fleet of 18 planes. Ten years ago, Captain Blair flew a group of Cruzans from downtown Christiansted to downtown St. Thomas . . . it marked the beginning of a unique air service. Some 1,439,981 passengers have substantiated his faith in the islands. His faith in his selection of aircraft has been substantiated by his fleet which grew from one eight-passenger Grumman Goose to 18. They have made 191,551 flights to the Virgin Islands.

"After 10 years of flying the Goose," says Blair, "it is taken for granted as the only way to go. It is a special aircraft and performs a unique service."

Captain Blair recalls his first trip to St. Thomas as an unusual one: "I left for the long drive to Hamilton Airport, boarded an aircraft coming up from the islands. My trip totaled four hours in cars and planes, plus waiting time. At the end of the day, I felt I had traveled a thousand miles rather than the forty between St. Croix and St. Thomas." The statement seemed unusual coming from an airline captain who, as a senior pilot for Pan American and an advisor to the U.S. Air Force, averaged 2,000 miles a day for a number of years.

It has not been a long, easy takeoff for the world's largest seaplane airline. Added to that essential faith and optimism have been more than a million man-hours of work contributed by the Blairs and their 145 employees . . . dozens of captains, scores of mechanics, sales agents, linesmen and other supportive personnel.

"It all goes back to faith coupled with a big dose of optimism," says Blair. "It is that optimism which makes the company work and grow." Recently, it was that optimism that prompted Captain and Mrs. Blair to purchase a new (but old) Grumman aircraft—a 15 passenger Mallard. This aircraft will initiate service between the Virgin Islands' downtown harbors and San Juan's International Airport.

The Blairs admit the work has not been easy, but it has been fun. "There are many amusing things to look back upon," says Blair. "For instance, the lady who walked up to the Goose's Pan Am Pavilion sales counter and asked what time the next frog left for San Juan. She just had her amphibians confused. Another time a passenger inquired of one of our sales supervisors if he had to wade into the water to board the Goose!"

Although it has been 10 years, Captain Blair is looking forward to 10 more years with the Goose. "I can't wait to experience the next 10 years. I'm sure they will be even better than the last."

Barton names six

Dick Barton, general manager of Calverton Operations, announced these appointments recently:

Charles Bartola, manager, Plant 8, Ext. 405; Frank Pauly, director of Engineering, Ext. 532; Tom Harding, director of Material and Logistics, Ext. 411; Bob Saelzer, director of Quality Control, Ext. 312; Chuck Kroupa, director of Administration, Ext. 595; Paul Sachse, manager of Industrial Safety, Ext. 864. All report to Dick Barton.

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BETHPAGE, NEW YORK 11714

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Plant 6 picnic features good food, zany skits

Happy Day. A little lighthearted fun was the order of the day at the Plant 6 picnic August 9. The picnic, to which everyone at Calverton was invited, featured sky divers, softball, lots of good food and good friends, a "talent" show and, most memorably, a series of skits featuring some of the prettiest as well as some of the weirdest girls we've seen around here for a long time.